

Nick, we miss you. And until we meet again in the presence of our Lord, I want to use a nice Southern saying: Nick, you done good. Thank you, sir.

NATIONAL TRANSPORTATION POLICY

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. DEFAZIO) for 5 minutes.

Mr. DEFAZIO. This is a photograph from 1956, before we had a national transportation policy in the United States of America; and if the Republicans are successful with their budget and with their vision, this will be the future for the United States of America.

There are a substantial number of Republicans on that side who have drunk the Kool Aid of a guy named Grover Norquist, who says that he wants government so small, he can strangle it in the bathtub, and that we should devolve—devolve—this is interesting—not evolve—devolve transportation to the States. That's right. Our national transportation policy will be set by the 50 different States.

Well, this is 1956, before we had a national transportation policy. This is the brand spanning new Kansas Turnpike. Isn't that beautiful. Well, look where it ends—in a farmer's field in Oklahoma because Oklahoma chose not to build its section, which they had promised to build. That's the way things used to be, and that's the way they want things to be again.

We're now on the precipice of basically walking away from investing in our Nation's infrastructure. There are 150,000 bridges that need replacement or repair in the national system; 40 percent of the pavement needs total replacement, not just an overlay. We have a \$70 billion backlog in our 19th- and 20th-century transportation systems in our major urban areas, in our transit. And that's not even talking about building an efficient 21st-century transportation system to deliver people and goods more efficiently.

And what's their proposal? A 31 percent cut in an already inadequate budget or maybe no money at all. Actually, it's a bit odd. Mr. RYAN's budget, according to the Congressional Budget Office, would not be enough to fund the uncontrollable outlays, i.e., projects already under way by the States for which the Federal Government has contracted to reimburse at the end of the construction of these projects. His budget wouldn't even meet that number. And in terms of authorizing the bill, they decided for the first time in history to make this a partisan issue.

Dwight David Eisenhower, a Republican President, he came up with the idea of a national transportation network. Ronald Reagan put transit into the highway trust fund. They want to take out Ronald Reagan's step of putting transit in the highway trust fund as an interim step before they do away

with the program altogether. That's pretty extraordinary stuff. Their vision is that we will go back to this state of affairs in America. We cannot afford that.

Next week or the week after, the temporary highway funding expires. The Senate has passed a bipartisan bill by an overwhelming majority. The Republican leadership has threatened that their right-wing devolutionists will do away with Federal transportation by saying, We might make you vote on that Senate bill. That passes for a threat in the Republican Caucus. We might make you vote on a good bill that would continue the current system with some improvements for a couple of years—that's what passes for a threat—unless you vote for our crazy H.R. 7, which does away with transit funding and basically dismantles the program over a longer term, or the Ryan budget, which would immediately end the program next year.

But they won't let us vote on that because they know that a bunch of Democrats—just like in the Senate, where Democrats and Republicans came together with an overwhelming majority and passed a transportation bill, they know that would happen here. So they got 80 or so ultraright-wingers who wouldn't vote for it. Big deal. I could match that with 150 Democrats, and we could have a bipartisan bill next week, putting millions of Americans back to work, rebuilding the crumbling infrastructure in this country. But instead, they want to devolve us back to the future.

Smaller government. Smaller government. Yes, that's great, guys. A transportation policy for the United States of America, competing in a world economy, set by the 50 States without funding. What a great vision.

WORLD DOWN SYNDROME DAY

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Washington (Mrs. McMORRIS RODGERS) for 5 minutes.

Mrs. McMORRIS RODGERS. Madam Speaker, I rise today, on March 21, a very special day, to celebrate the many contributions of those with Down syndrome, also known as trisomy 21. Today, March 21, has been officially designated by the United Nations as World Down Syndrome Day. The date is significant in and of itself because the origins of Down syndrome and the underlying cause is a duplicate 21st chromosome. We are all born with 23 pairs, an X and a Y. Those with Down syndrome have an extra 21st—therefore, three and 21. And today is March 21. The reason it's called Down syndrome is because these characteristics were discovered by a doctor by the name of Dr. Langdon Down. He had a wonderful heart, a caring heart, for those with disabilities; and, therefore, we call it Down syndrome today.

Five years ago, my husband, Brian, and I gave birth to a beautiful little

baby boy whose name is Cole, and he was born with that extra 21st chromosome. Cole has given me a whole new perspective for being a mother and also for being a Member of Congress. Cole's birth has given me a whole new purpose for serving in Congress, and he reminds me every day of the significance, the tremendous positive impact that every single person has on this world. And the fact that he has Down syndrome today only makes me more curious as to the impact he's going to have both on our lives and this world. He is an inspiration, and he makes me a better person.

Through Cole, I've been introduced and welcomed by the disabilities community, a wonderful group of people in America who every day also celebrate the tremendous impact and the potential of every life in this world.

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I find myself grateful to so many who have walked this path before me and have improved the opportunities that Cole, as well as anyone with disabilities, is going to have. Today, there's greater opportunities through early intervention, education, advanced education, and lots of opportunities for independent living. However, there's so much more that needs to be done, and so today is my turn to help carry the baton to help work to unleash the potential of all those living with disabilities.

I'm proud to cochair the Congressional Down Syndrome Caucus with Representative PETE SESSIONS, Representative CHRIS VAN HOLLEN, and Delegate ELEANOR HOLMES NORTON. We are committed to working on policies that are going to enhance the quality of life for those living with Down syndrome and other disabilities. It's within the walls of Congress that we will do just that. We're working to pass legislation, hold briefings, and promote policies that will help those with Down syndrome all across the country.

So today is World Down Syndrome Day. A few minutes from now at the United Nations headquarters there's going to be a poem read. It's called, "Welcome to Holland." The author is Emily Perl Kingsley. I thought I wanted to read it to all of you today.

WELCOME TO HOLLAND

I am often asked to describe the experience of raising a child with disability—to try to help people who have not shared that unique experience to understand it, to imagine how it would feel. It's like this:

When you're going to have a baby, it's like planning a fabulous vacation trip—to Italy. You buy a bunch of guidebooks and make your wonderful plans: the Coliseum, the Michelangelo David, the gondolas in Venice. You may learn some handy phrases in Italian. It's all very exciting.

After months of eager anticipation, the day finally arrives. You pack your bags and off you go. Several hours later, the plane lands. The stewardess